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9/2017-25-AP040168EN DGI Load balancing in multi motor applications Page 3 Danger! - Dangerous electrical equipment! Disconnect the power supply of the device. Ensure that devices cannot be accidentally restarted. Verify isolation once again adjacent live components.

Follow the engineering instructions (AWA!) for the device concerned. Only suitably qualified personnel in accordance with EN 50110-1/-2 (VDE 0510-1/-2) may work on this device/system. Before installation and before touching the device ensure that you are free of electrostatic charge. The functional earth (PE) must be connected to the metal housing of the drive. The connection of the PE conductor must be carried out according to the applicable regulations and standards. The PE conductor must be implemented for the IO interface so that an open circuit on the signal side does not result in undefined states. Deviations of the mains voltage from the rated value must not exceed the tolerance limits given in the specification, otherwise this may cause malfunction and/or dangerous operation. Emergency stop devices complying with IECEN 60204-1 must be effective in all operating modes. Unlatching of the emergency-stop devices must not cause a restart. Devices that are designed for mounting in housings or control cabinets must only be operated and con-trolled after they have been properly installed and with the housing closed. Wherever faults may cause injury or material damage, external safety circuits must be provided. These safety circuits must be able to prevent hazardous situations even if there is a fault in the frequency converter. Frequency converters must be protected against short circuits by fuses. The protection must be suitable for the frequency inverter – may destroy the device and may lead to serious injury or damage. The applicable national safety regulations and accident prevention recommendations must be applied to all work carried on life frequency inverters. The electrical installation must be carried out in accordance with the relevant electrical regulations (e.g. with regard to cable cross sections, fuses, PE). Transport, installation, commissioning and maintenance work must be carried out only by qualified per-sonnel (see IEC 60364, HD 384 and national occupational safety regulations). Installations containing frequency inverters must be provided with additional monitoring and protective devices in accordance with the applicable regulations (e.g. with regard to earthing, lightning protection, fire protection, etc.).

The frequency inverter (increased motor speed or shut-down standstill of motor). These measures include: – Other independent devices for monitoring safety related variables (speed, travel, position etc.) – Electrical or non-electrical system-wide measures (electrical or mechanical interlocks). Never touch live parts or cable connections of the frequency inverter after it has been disconnected from the power supply. Due to the change in the capacitors, these parts may still be alive after disconnection. Consider appropriate warning signs. 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 4 Disclaimer: The information, recommendations, descriptions, and safety notices in this document shall not constitute a contract between Eaton and the purchaser. It is the sole responsibility of the user to ensure that the product is used in compliance with the applicable laws and regulations. Eaton does not assume any liability for damages resulting from the use of the information, recommendations, and descriptions contained herein. The information contained in this manual is subject to change without notice. 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 5 General In cases, in which multiple motors are fed permanently our coupled via friction, an equal load sharing between the motors is required. Already small differences in the mechanical structure of the drives inside the manual or manufacturing tolerances can lead to an unbalanced load sharing. Beside an overwinding other measures exist to balance the load to ensure a reliable operation of the applica-tion and to prevent overloading situations for single motors. Like the use of slip dependent speed correction, torque controlled speed control, speed reference reduction, speed feedback compensation, etc. The following tables provide an indication of the right solu-tion. The following chapters describe, how the different solutions work. The table below gives an overview about the substantial features and differences. Control via slip Drive function Torque Control mode Speed Control Speed Control 1 Motor with speed control, the other ones with torque control Number of variable frequency drives 1 variable frequency drive per motor, con-necting multiple mo-tors in parallel to the output of one device is possible 1 variable frequency drive per motor 1 variable frequency drive per motor Load balancing via Slip Load dependent corrective value Torque control Accuracy of balancing + + + + + Motors (power, manufacturer) Any Any Any Any Any Coupling via friction A speed limitation is recommended. 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 6 2 Load balancing via slip The speed of a three phase induction motor depends on the load. When it is supplied with the voltage and frequency ac-cording to its name plate, an unloaded motor turns with near-by synchronous speed, while the speed at rated load corre-sponds to the rated speed. In case of a 50 Hz mains supply and a four pole motor this means, that the unloaded motor turns with approximately 1500 rpm and at rated load e.g. with 1470 rpm. The difference between synchronous speed and the speed of the motor axis is called slip. In the example above the slip is 130 rpm. If the motor is loaded more, the slip will increase. This means, that the slip increases with increasing torque. If the motor has to carry the same load per definition, but tolerances, temperature dependen-cy and small mechanical differences let the loads drift apart, even when the motors were equally loaded at the point of start. But how does load balancing work? The motor with the highest load drops speed in and in this case the other one(s) have to carry more load than before. The load is now more or less balanced. There is no possibility for load adjustment and the sharring is defined by the system. Therefore it makes sense to add some margin when calculating the motor powers. The variable frequency drive DG1 has to work in the motor control mode "Freq Control (P1 = 0). In case each motor has its own speed controller, the speed reference of the speed controlled motor is set to the speed reference of the speed controlled motor minus the slip of the speed controlled motor. In case each motor has its own motor protection, because the total current is known by the variable frequency drive, but not how it is shared between the single motors. 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 7 3 Load balancing via drop in speed In case each motor's mechanical properties are mechanically controlled through form fit friction, the fastest drive takes the load and pulls the other one, which are less, or in extreme cases, not loaded. To counteract this effect, the speed reference will be corrected, depending on the load. At load in-crise, the drop frequency reduces the resulting speed reference (set reference – speed reduction), the motor falls back a little bit. Its speed and other motors inside the system will follow. The speed reference of the speed controlled motor will be reduced accordingly. In exceptional cases it can also be advantageous to enable the drop function for all motors. The variable frequency drive DG1 has to work in the motor control mode "Open Loop Speed Control (P1 = 5) to achieve the best result. Parameter Name Range Default P1 Motor Control Mode Free Control (0) Speed Control (1) Open Loop Speed Control (5) Open Loop Torque Control (6) Free Control (0) P8 13 Load dropping 0.00 % ... 100.00 % 0.00 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 8 4 Load balancing via slip dependent speed correction Without an enabled drop function, a motor 1 takes 80 % of its rated load, motor 2 85 %. Because of the higher load, motor 2 becomes warmer than motor 1, possibly one can also see the difference on the material which is transported between the belts. Now the drop function will be slower with PB.13. The system will change to equal load sharing iteratively. Values at the beginning (we are looking to the system at an operational frequency of 40 Hz, P1 = 50 Hz, PB.13 = 10.00 %) Resulting speed of motor 1: 40 Hz (-10.00 % - 50 Hz) 80 % = 38 Hz Resulting speed of motor 2: 40 Hz (-10.00 % - 50 Hz) 85 % = 36.75 Hz Motor 2 now runs slower than motor 1! The load of motor 1 increases and the load of motor 2 decreases. The speed reference of the speed controlled motor is set to the speed reference of the speed controlled motor minus the slip of the speed controlled motor. 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 9 5 Load balancing via torque controlled speed control And the other one(s) torque controlled. The speed controlled motor determines the speed of the system, while the torque is the control variable for the other motors. Here it is possible to use motors of different ratings and it is also possible to set indi-vidual shares of the load. A torque control is much more complex than the principles described in chapters 2 and 3. On the one hand you have much more possibilities to adapt the control to the application, which results in a higher accuracy. Nevertheless the other principles are useful in simple applications because of their simplicity and value for money. Torque control is extensively described inside the application note „AP040167EN Torque Control“. Please refer to this application note for details. 2017-04-25 AP040168EN DGI Load balancing in multi motor applications Page 10 6 Summary of the solutions Mechanical coupling via friction, e.g. when all pinions work on the same gear ring. In cases where the speeds of the motors involved are not synchronized mechanically and a slip in speed is possible, it is strongly recommended to limit the speed of the torque controlled motor. The neces-sary aspects and settings are comprehensively described in the application note „AP040167EN man-tioned above. www.eaton.eu Application Note 01/2018 AP040177EN PowerXL™ DVI Variable Frequency Drives Motor Data and V/f curves Level 2 – Fundamental – No previous experience necessary 2 – Basic – Basic knowledge recommended 3 – Advanced – Reasonable knowledge required 4 – Expert – Good experience

6.2.2 Motor Nom Speed	6.2.3 Motor PF	6.2.4 Motor Nom Voltage
6.2.5 Motor Nom Frequency	7.2.6 Motor Identification	7.3 Motor Control Mode
9.3.1 Frequency Control (V/f)	9.3.2 Speed Control	9.3.3 Open Loop Speed Control

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Solutions and Services Capabilities to Improve Quality SECTION 1 – Introduction to the EV battery Manufacturing Industry SECTION 2 – How SE Can Support EV battery Manufacturing Plants BIBLIOGRAPHY Introduction Overview of Digital Solutions and Services Transverse Lifecycle Capabilities Capabilities to Improve Time to Market Capabilities to

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